

COUNTRY East Germany REPORT 25X1

TOPIC Doeberitz Airfield.

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 11 August to 29 September 1952

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REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

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1. On 11 August 1952, Lieutenant Atamanov (fnu), Kech officer of Bn Valakhotzki, went on leave until 10 October. His deputy was Sergeant Major Vanya (fnu) who was subordinate to Major Atanov (fnu) (phonetic spelling). Atanov worked in building No 59. ¹
2. In early August, repair and renovation work was in progress in the air force barracks installations in Doeberitz. This work indicated that an inspection was probably expected. On 11 August, an inspection commission arrived allegedly from the U.S.S.R. It consisted of a general wearing red braid, golden epaulets and a golden star; another general wearing blue braid, silver epaulets and a star; 2 or 3 colonels and 4 or 5 captains. The team inspected the billeting facilities, particularly building No 14 housing the school for Kech soldiers, the ration supply dump as well as the wood and coal dumps where 145 tons of coal and 37 cubic meters of wood were allegedly missing. The bookkeeping section was also inspected. The commission further inspected the soldiers as well as the aircraft, some of which had their engine cowlings open. The inspecting officers left the field on 16 or 17 August.

25X1 3. Lieutenant Colonel Valakhotzki (fnu) was replaced by Lieutenant Kazavitzki (fnu) (phonetic spelling). Kazavitzki had allegedly been stationed at Brandenburg-Weise airfield up to mid-May 1952; subsequently, he had been on furlough for eight weeks before arriving in Doeberitz. Colonel Bashko (fnu) (phonetic spelling), the former commanding officer in Doeberitz and successor of Colonel Orlovski (fnu), arrived at the field on 15 August. Orlovski previously was the division commander. Bashko was well known by the German workers who have been employed at the field for a long period. He had allegedly attended a war academy in the U.S.S.R. According to the soldiers at the field, Bashko was the commanding officer of the military post. One week after his arrival, Colonel Orlovski departed.²

25X1 4. During air activity in late August, two NCOs boarded an IL-10 plane. Earlier officers and NCOs stood around the flight control car on the northern edge of the field probably receiving the flying order. Subsequently groups each of 1 officer and 1 NCO ranking up to sergeant major went to the

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nine IL-10s, entered the planes and took off. The officers were recognized by map cases, leather jackets and caps, while the NCOs wore cloth jackets and were armed with large army pistols.³

5. Aircraft revetments which were completed at the field included 5 on the northern edge and 2 on the southern edge. Earth bunkers for EM were excavated next to each revetment. Each bunker could hold about 15 soldiers.

6. In early August, a hundred 5-pound bags and the same number of 10-pound bags, probably filled with gypsum or carbonate of lime used to draw target representation on the ground, arrived at the field and were stored in a shed.

7. On 17 September at 2:30 p.m., nine IL-10s flying in squadron wedge formation approached the Doeberitz troop training grounds coming from the north at an altitude of 800 meters. The planes changed to echelon formation and made a low level attack coming down to about 150 meters. During the attack, intensive AA firing with light and medium AA guns was heard. No firing from aircraft weapons was heard. After the attack, the planes climbed to 800 meters and headed north. The visibility was clear, and there were no clouds. At 2:45 p.m., the same procedure was performed by nine MiG-15s. At 4 p.m., a Po-2 approached from the west and flew a loop over the troop training grounds. Between 4:30 and 5:30 p.m., about four MiG-15s individually circled over the troop training grounds, but no attacks were observed.⁴

8. On the morning of 23 September, [] the two ground battalions had evacuated the air force barracks installations in Doeberitz. Field stoves, spare parts and tents had been loaded on trucks on the preceding day. All the trucks and tank trucks of the motor transport instruction section formerly quartered in the barracks installation had left. Only the trucks in the former NSKK Kaserne still remained there. Buildings Nos 20, 26, 27, 29 and 30 were occupied by about 50 percent of their usual EM strength. The same observation was made in buildings 58 and 61 where mostly drivers were quartered. Buildings 3, 4, 6, 7, 8 to 13, 22, 23, 24 were still occupied by pilots. At 4:45 p.m., 45 to 50 IL-10 planes were parked both on the northern and southern edges of the landing field. The AA guns were still observed. There was no air activity probably because of rain and a low cloud base. The visibility was limited to about 500 meters.

9. Between 7:55 and 8:05 a.m. on 25 September, an alert was sounded by a siren. The officers and EM who had breakfast at that time rushed to their billets and subsequently to the field. The officers carried a small suitcase each. Some of them cycled to the landing field. The first engines were started at 8:15 a.m. There were no clouds. Three IL-10s took off at 8:25 a.m. heading west. About 30 flights followed at intervals of 30 seconds. Thus, all the aircraft stationed at the field were aloft by 8:37 a.m. heading west. It was not observed that the planes formed one large formation. At 8:45 a.m., the ground personnel left the landing field and returned to their buildings where they picked up their field packs and other equipment. They were carried on 10 to 12 trucks on the Highway No 103 toward the west at about 9 a.m. Each truck was occupied by about 25 soldiers, including kitchen personnel and engineer officers. About six soldiers each remained in buildings No 20, 27, 28, 29, 30. The pilots' kitchen in building 21 was closed, while only the kitchens in buildings 60, 82 and 80 remained in operation. At 8:15 a.m., [] stopped in front of building 31 where parachutists were quartered and picked up 50 to 60 soldiers, who carried their folded parachutes.

10. On 29 September at 12:35 p.m., Colonel Rashko (fnu) returned to the field. The cooks came back from Building No 21 at 12:45 p.m. and had to prepare lunch

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until 3 p.m. Heavy engine noise was heard at 12:55 p.m., indicating that the formation was probably returning. The officers and soldiers came back to their billets at 2:15 p.m. At 4:15 p.m., the barracks buildings were again occupied to capacity. A total of 16 trucks were parked in front of the buildings 14, 16 and 86. Tents and stoves were being unloaded from the vehicles. At 4:45 p.m., 45 IL-10s were observed both in the northern and southern sections of the landing field.⁵

25X1 11. [redacted] three trucks parked in the garages of the former MSK Kasorne. During the maneuvers, the security measures at the railroad station were considerably intensified, and the Kech workers were more strictly controlled.

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[redacted]

2. [redacted] Comment. The former division commander Pachko (fnm) was previously mentioned by another source, who reported that Pachko stayed in the U.S.S.R. from early 1951 to 15 August 1952. During the period from early 1951 to 15 August 1952, Colonel Orlovski was the commander of the ground attack division. Lieutenant Valakhotzki was transferred to the U.S.S.R. on 5 June 1952. He was the commanding officer of one of the two OATBs [redacted] Both OATBs were quartered in the barracks installations. Lieutenant Kazavitzki is not known. Brandenburg-Briest airfield is occupied by a fighter regiment of the Twenty-fourth Air Army.

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3. [redacted] Comment. It has previously been believed that the pilots and aerial gunners are officers. The present report, however, tends to indicate that all the pilots are officers and that the gunners are NCOs.

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4. [redacted] Comment. Elements of the Second Gds Necz Army held maneuvers at the Doeberitz troop training grounds between 16 and 18 September. [redacted] fighter aircraft of the fighter regiment in Puetnitz and ground attack planes of the ground attack regiments in Doeberitz were also involved in the exercises.

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5. [redacted] Comment. The two regiments probably participated in fall maneuvers of the Third Shock Army held in the Letzling Heath-Rathenow area and north of it between 23 September and 2 October. For this purpose, the two OATBs and the aircraft were probably transferred to another airfield during that period. However, no such indications have been received from another airfield. [redacted] there was only little air activity at Doeberitz airfield during that period.

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